Author Index

Allan, J. T.	The new European electromagnetic compatibility standards for railways	135–144
Andersson, C.	Wheel/rail impacts at a railway turnout crossing	123–134
Armstrong, D. S.	The new European electromagnetic compatibility standards for railways	135–144
Chamberlin, M.	Maintenance depot transformation, not just a face lift	177–187
Dahlberg, T.	Wheel/rail impacts at a railway turnout crossing	123–134
Donzella, G.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Elia, A.	Fiat Pendolino: developments, experiences and perspectives	7–17
Etwell, M. W. J.	Anything but boring	159–175
Gilchrist, A. O.	The long road to solution of the railway hunting and curving problems	219–226
Godward, E.	The privatization of British Rail 1994–1997	191–200
Goodall, R. M.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Harris, N. R.	Introduction: theory of tilting train behaviour	1–5
Huber, B. H.	The bogie-based tilt option—simplicity and flexibility	19–32
Kottenhahn, V.	Rolling stock to eliminate the gaps in the high-speed network—tilting trains in Germany	85–102
Müller, H.	The development of an integrated suspension control technology for passenger trains	33–42
Nelldal, B.-L.	The experience of the SJ X2000 tilting train and its effect on the market	103–108
Oyan, C.	Structural strength analysis of the bogie frame in Taipei rapid transit systems	253–262
Pearson, J. T.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Pincock, A. J. L.	Safe passage to Europe—Eurostar's in-cab signalling systems	235–251
Pratt, I.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Rath, B.	The development of an integrated suspension control technology for passenger trains	33–42
Russell, C. A.	The developing relations between science, technology and the railways	201–208
Scepi, M.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Schmid, F.	Introduction: theory of tilting train behaviour	1–5
Schmid, F.	Control and operation of tilting train services	73–84
Smith, R. A.	Introduction: theory of tilting train behaviour	1–5
Solazzi, L.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Stibersky, A.	The development of an integrated suspension control technology for passenger trains	33–42
Suzuki, H.	Research trends on riding comfort evaluation in Japan	61–72
Tirovic, M.	Development of a wheel mounted disc brake for a high-speed train	113–121
Topp, H. H.	Renaissance of trams in Germany—five case studies	227–233
Trombini, F.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Weersinghe, M.	Maintenance depot transformation, not just a face lift	177–187
Wickens, A. H.	The dynamics of railway vehicles—from Stephenson to Carter	209–217

© IMechE 1998

Author Index

Allan, J. T.	The new European electromagnetic compatibility standards for railways	135–144
Andersson, C.	Wheel/rail impacts at a railway turnout crossing	123–134
Armstrong, D. S.	The new European electromagnetic compatibility standards for railways	135–144
Chamberlin, M.	Maintenance depot transformation, not just a face lift	177–187
Dahlberg, T.	Wheel/rail impacts at a railway turnout crossing	123–134
Donzella, G.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Elia, A.	Fiat Pendolino: developments, experiences and perspectives	7–17
Etwell, M. W. J.	Anything but boring	159–175
Gilchrist, A. O.	The long road to solution of the railway hunting and curving problems	219–226
Godward, E.	The privatization of British Rail 1994–1997	191–200
Goodall, R. M.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Harris, N. R.	Introduction: theory of tilting train behaviour	1–5
Huber, B. H.	The bogie-based tilt option—simplicity and flexibility	19–32
Kottenhahn, V.	Rolling stock to eliminate the gaps in the high-speed network—tilting trains in Germany	85–102
Müller, H.	The development of an integrated suspension control technology for passenger trains	33–42
Nelldal, B.-L.	The experience of the SJ X2000 tilting train and its effect on the market	103–108
Oyan, C.	Structural strength analysis of the bogie frame in Taipei rapid transit systems	253–262
Pearson, J. T.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Pincock, A. J. L.	Safe passage to Europe—Eurostar's in-cab signalling systems	235–251
Pratt, I.	Control system studies of an active anti-roll bar tilt system for railway vehicles	43–60
Rath, B.	The development of an integrated suspension control technology for passenger trains	33–42
Russell, C. A.	The developing relations between science, technology and the railways	201–208
Scepi, M.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Schmid, F.	Introduction: theory of tilting train behaviour	1–5
Schmid, F.	Control and operation of tilting train services	73–84
Smith, R. A.	Introduction: theory of tilting train behaviour	1–5
Solazzi, L.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Stibersky, A.	The development of an integrated suspension control technology for passenger trains	33–42
Suzuki, H.	Research trends on riding comfort evaluation in Japan	61–72
Tirovic, M.	Development of a wheel mounted disc brake for a high-speed train	113–121
Topp, H. H.	Renaissance of trams in Germany—five case studies	227–233
Trombini, F.	The effect of block braking on the residual stress state of a solid railway wheel	145–158
Weersinghe, M.	Maintenance depot transformation, not just a face lift	177–187
Wickens, A. H.	The dynamics of railway vehicles—from Stephenson to Carter	209–217

© IMechE 1998